



## **NORTHEAST OHIO AREAWIDE COORDINATING AGENCY**

### **M E M O R A N D U M**

**TO: External Affairs Committee Members**

Larry Antoskiewicz, Mayor, City of North Royalton  
Jack Bradley, Mayor, City of Lorain  
Armond Budish, County Executive, Cuyahoga County  
Jerry Cirino, Commissioner, Geauga County  
Dennis Clough, Board President, Greater Cleveland Regional Transit Authority  
Stephen Corso, Chapter President, Lake Effect Chapter, Ohio Ecological Food and Farm Association  
Timothy DeGeeter, Mayor, City of Parma  
Kyle Dreyfuss-Wells, Chief Executive Officer, NEORSD  
James W. Dvorak, Commissioner, Geauga County  
Anthony Gallo, President, Lorain County chamber of Commerce  
Blaine A. Griffin, Councilman, City of Cleveland  
Matt Lundy, Commissioner, Lorain County  
Valarie McCall, Chief, Communications, Government and International Affairs, City of Cleveland  
Dale Miller, Councilman, District 2, Cuyahoga County  
Leo Serrano, Educator of Institutional Advancement, Cleveland Metropolitan School District  
Frank Whitfield, Mayor, City of Elyria  
Matt Zone, Councilman, Ward 15, City of Cleveland

**FROM:** Councilman Griffin, Chair

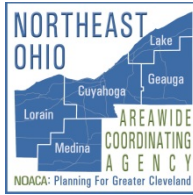
**DATE:** July 3, 2020

**RE: External Affairs Committee**  
**Friday, July 10, 2020, from 8:30 a.m. to 10:00 a.m.**

**The Committee will meet via the Zoom instructions provided in the meeting invitation.**

I look forward to meeting with you remotely on ***Friday, July 10<sup>th</sup> at 8:30 a.m.***





**NORTHEAST OHIO AREAWIDE COORDINATING AGENCY**  
**Friday, July 10, 2020 at 8:30 a.m. – 10:00 a.m.**

**DUE TO COVID-19, THE MEETING WILL BE REMOTE**

**EXTERNAL AFFAIRS COMMITTEE AGENDA**

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1) Minutes of June 26, 2020 Meeting	1-1
2) Advisory Council Updates	2-1
a. BAC (Chair: Tony Gallo)	
b. CAC (Chair: Leo Serrano)	
c. RAC (Chair: Steven Corso)	
3) Public Comments on Current Agenda Items	Oral
4) Chair's/Executive Director's Report	Oral
5) Action Items (none)	
6) Presentation/Discussion Items	
a. Government Affairs: FAST Act Reauthorization- Priorities Update	6-1
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c. Legislative: Membership Expansion of Councils	6-5
7) Reports/Updates	
8) Old Business	
9) New Business	
10) Adjourn	

Next Regular Meeting: ***Friday, October 9, 2020, 8:30 a.m. – 10:00 a.m.***  
***NOACA Offices, 1299 Superior Avenue in Cleveland***

\*The public can email comments to [noaca@mpo.noaca.org](mailto:noaca@mpo.noaca.org). The comment must be related to a current agenda item, and will be documented in the meeting minutes. The meeting can be viewed live at: <https://youtu.be/tsmRoDQa8bY>



## **Agenda Item No. 1**

### **MINUTES**





## **NOACA External Affairs Committee Meeting**

April 17, 2020

Zoom Video Conferencing

**Present:** Please see the attached attendance record.

Councilman Blaine Griffin convened the External Affairs Committee meeting at 8:34 a.m. Roll call was done to confirm attendance.

### **Meeting Minutes**

A motion was made by Mayor Frank Whitfield to approve the minutes of the External Affairs Committee meeting held on January 17, 2020. The motion was seconded by Councilman Dale Miller. Chief Valarie McCall abstained from voting. The motion passed by voice vote.

### **Advisory Council Updates**

The Business Advisory Council (BAC), Community Advisory Council (CAC), and Rural Advisory Council (RAC) have not met since the last External Affairs Committee meeting.

### **Public Comments**

No public comments were made at this meeting.

### **Executive Director's Report**

Ms. Grace Gallucci reported on the following:

- **Legislative and Funding Issues**

- COVID-19 Legislation

- In March, the U.S. Congress passed the historic \$2 trillion CARES Act as a response to the Coronavirus pandemic. The bill includes \$25 billion for transit agencies, \$123 million for the Cleveland Urbanized Area, and \$8 million for the Lorain / Elyria Urbanized Area.
    - The Ohio General Assembly passed amended House Bill 197 to address the COVID-19 crisis in Ohio. The bill allows public entities to conduct official business via remote meetings provided there is sufficient public access to video or telephone communications.

- **Overall Work Program (OWP)**

- 2019 Air Quality Trends Report provides information on air quality trends of six criteria pollutants in Ashtabula, Cuyahoga, Geauga, Lake, Lorain, Medina, Portage, and Summit counties. The report is prepared with calendar year 2018 data. The report is available at [noaca.org/airquality](http://noaca.org/airquality).

- Gohio Commute Carbon Free Challenge
  - Gohio Commute social media campaign encourages commuters to log telecommutes, bicycle trips and walks during the shelter-in-place mandate. The Gohio Commute Carbon Free Challenge has concluded.

- **Announcements**

- Air Quality Awareness Week is May 4-May 8; “Better Air, Better Health”
- May is National Bike to Work Month
- The 2020 Legislative Meet & Greet has been rescheduled for June 12<sup>th</sup> at 8:00 a.m.

## **ACTION ITEMS**

No action items were presented at this meeting.

## **PRESENTATION / DISCUSSION ITEMS**

### **Communications/Engagement: NOACA Long Range Plan**

Ms. Gallucci stated that the Long Range Plan is critical to NOACA’s work and is completed every four years. Ms. Gallucci said NOACA is accustomed to seeing the plan mostly as the Long-Range Transportation Plan (LRTP), but per the direction of various committees and members, also ensuring NOACA is planning with absolute best components into the process, staff will be focusing broader on a Long Range Plan and the LRTP is a component of the

Mr. Joe MacDonald stated that NOACA will create a Strategic Engagement model to guide the agency’s work for the upcoming LRP; increase the number of organizations with whom NOACA interacts; and explore opportunities to engage and develop working relationships with organizations that are not normally associated with NOACA for high level discussions and input regarding long range planning.

Mr. MacDonald provided an overview of the following:

- NOACA’s Long Range Plan
- Long Range Transportation Plan (component of LRP)
- NOACA’s Vision Statement
- AIM Forward 2040 Plan highlights
- 2050 Long Range Plan upcoming planning process
- Ongoing public involvement and input
- 2050 Long Range Plan proposed additional initiatives
- Recommended engagement strategies
- Strategic Engagement Model

Mr. MacDonald stated that the next steps for consideration are as follows:

- Coordinate a working meeting in concert with Long Range Plan schedule
- Prioritize legislative priorities and topics for stakeholder discussion
- Create stakeholder network for consideration to map agenda priorities with business and



- organizational sectors that may be affected by policy planning
- Consider hosting several roundtables for stakeholder discussion and input to be added as part of the Long Range Plan's public participation

Ms. Gallucci said NOACA will not compromise on public outreach; however, the agency has a hard deadline it has to adhere to for federal purposes. She noted that NOACA will be very creative and innovative in how it reaches out to people to ensure it has a very inclusive process.

Mayor Whitfield suggested that NOACA leverage influencers in the community through digital town hall meetings to get people to participate. He recommended that NOACA reach out to Mr. Justin Bibb, who could host the conversation digitally.

Ms. Gallucci mentioned that Mayor Whitfield was a member of the NOACA Community Advisory Council (CAC) for several years and was the chair of that Council. She noted that Mayor Whitfield is very familiar with the work of the External Affairs Committee, in particular has been trying to increase engagement and have it be more expansive in the community. Ms. Gallucci mentioned that Mr. Bibb is a member of CAC, so staff will reach out to him as well as other CAC members.

Councilman Miller stated that the City of Cleveland and Cuyahoga County have engaged in the climate planning process. He noted that climate planning and mitigation are on the Long Range Plan, so the External Affairs Committee should engage with leaders in that process. He said the City and County engage with substantial networks of people in the community, so hopefully, NOACA can access those networks and incorporate a lot of the good work they have already done into its process.

Commissioner Matt Lundy asked if ODOT or the Department of Taxation thought about how much of the motor fuel tax will be pumped into Ohio.

Ms. Gallucci stated that NOACA does not have any preliminary information on the gas tax. However, staff can look into it and report back to the Committee and to the Board as a whole. She noted that there will be a serious impact as there are to all of the local government revenue streams.

#### **Government Affairs: FAST Act Reauthorization Discussion**

Ms. Gallucci encouraged the Committee to start thinking about the legislation that is expiring and look at what kinds of action items the legislative delegation should work on, on behalf of NOACA, to achieve in the new authorization.

Ms. Beverly Burtzloff presented a quarterly legislative update. She stated that the focus of the update is the FAST Act reauthorization. She said NOACA staff is seeking the Committee's input on legislative advocacy and would like to know how to best utilize the Committee's expertise, experience and contacts.

Ms. Burtzloff stated that the 2015 FAST Act, which is the nation's primary surface transportation law, will expire on September 30, 2020. She said the U.S. Senate Environment and Public Works Committee has taken steps to reauthorize its section of the law; three other committees (Commerce, Banking, and Finance) need to do the same.

Ms. Burtzloff stated that the U.S. House of Representatives' Transportation and Infrastructure Committee held hearings, but nothing has been reported out yet. She noted that House leadership came out with a proposal called "Moving Forward" framework that authorizes \$760

billion over five years that contains most of the components that would be in a transportation infrastructure law or infrastructure investments.

Ms. Burtzlaff stated that NOACA's Moving Forward key provisions are local control for MPOs; sustainability and resiliency; features related to access to jobs and services; and multi-modal transportation.

Ms. Burtzlaff stated that there has been a lot of discussion about doing a big infrastructure package in response to the COVID-19 crisis.

Ms. Burtzlaff reviewed the federal priorities in NOACA's 2020 Legislative Agenda. She mentioned that NOACA created a one-page fact sheet of initiatives for action to guide the agency's advocacy on the FAST Act Reauthorization.

Ms. Gallucci stated that the document is intended to be used for multiple purposes, particularly for Board members who meet with delegates for their own purposes in Washington, D.C. or in the delegate's office in Ohio and want to include NOACA in that discussion. Ms. Gallucci noted that the document is easy to read and includes information that can be left with the delegates or others.

Ms. Burtzlaff reviewed five points in NOACA's Initiatives for Action:

- 1) Increase the portion of the Surface Transportation Block Grant (STBG) program that is provided directly to local areas through their metropolitan planning organizations (MPOs)
- 2) Increase and index federal fuel taxes and encourage the search for new and additional revenue sources, such as a vehicle miles traveled (VMT) user fee to provide adequate, stable, and flexible funding in the future
- 3) Prioritize funding and programs that provide maximum flexibility for communities to advance local priorities
- 4) Strengthen the ability of communities to prioritize sustainability, resilience, and environmental justice in transportation planning and infrastructure.
- 5) Authorize and appropriate funding for Hyperloop technology

Ms. Burtzlaff stated that the FAST Act Initiatives for Action will be updated to reflect the Committee's discussion and a copy of the document will be provided to members.

Ms. Gallucci stated that the document is intended to provide more details behind the Legislative Agenda that was already adopted by the Board. She said NOACA wants to make sure it has enough funds to support the things it wants to do at the local level and supports getting more STBG and CMAQ dollars going directly to MPOs as opposed to going to the states.

Councilman Miller commented that NOACA's Legislative Agenda is very well written and it translates the principles in how the region deals with the FAST Act. He stated that given the low price of gas, now is the time to advocate for a higher gas tax. He said he believed there would be very little pushback from the general public.

Ms. Gallucci stated that the one thing that has been up for debate for several years is whether or not NOACA should support the increase of the federal gas tax. She said some MPOs, including AMATS, have passed resolutions at the board level supporting an increase in the gas tax at the federal level. She said the External Affairs Committee might want to consider recommending a resolution to the full Board.

Director Kyle Dreyfuss-Wells stated that everyone will have to focus on a range of infrastructure issues. She said she was very concerned about the Ohio Public Works Commission (OPWC) money that is used for roads, bridges and sewer projects which has been delayed because of the delay in the capital bill. She noted that OPWC money is bread and butter money.

Ms. Gallucci stated that OPWC money is an issue at the state level and NOACA has not been engaged in that issue. She said NOACA is not a recipient of state funds nor is it a part of that process. She said it was good to hear about the issue and it will be on NOACA's radar and can be included in documents, references and discussions staff will have at the state level. She said staff will look into the matter further so NOACA has some briefing that can be included in state legislative documents.

Director Mike Foley said now is a great time to push for an increase in the gas tax. He said in terms of air quality and climate change, we do not want to minimize vehicles traveling by gas powered engines. He suggested that VMT be moved up on NOACA's Legislative Agenda in terms of advocating for it at the national level.

Ms. Gallucci stated that VMT is part of NOACA's long-term objective and will take some time to get it up to speed from a technology perspective and adoption rate. NOACA has pushed VMT at the state level and staff will make sure it is highlighted at the federal level. NOACA will promote the increase of a gas tax now as well as a long-term approach for VMT.

Commissioner Lundy said the gas tax should be tied to VMT which is the direction this region should be going in the future. He noted that it is critical to have money for maintenance. In reference to the Hyperloop, Commissioner Lundy stated that NOACA should be sensitive to public perception given what everyone is going through with the economy until things are up and going.

Ms. Gallucci stated that the overall objective of the Hyperloop is to be a private sector funded initiative. She said NOACA is advocating for money that is already focused on new technology, such as the Hyperloop. She noted that NOACA is looking at competing with other organizations that are vying for those funds. For example, NOACA submitted a grant application under the Maglev program that has now considered Hyperloop an eligible project type.. NOACA is trying to get those funds and get the legislative delegation to support the agency in that effort. NOACA needs to be sensitive in how that is communicated as well as to ensure that when it comes to new allocations of funding, NOACA defers as its plans and Legislative Agenda suggest to existing infrastructure.

Councilman Matt Zone mentioned that the Chair of the House Transportation and Infrastructure Committee is Representative Peter DeFazio. Councilman Zone noted that Representative DeFazio is looking to implement some sort of VMT if his leadership stays in place. Councilman Zone said NOACA may want to monitor what happens and follow up with Representative DeFazio's office.

Chief McCall stated that there is an opportunity for NOACA to think outside the box when talking about VMT. She mentioned that a group called StreetLight Data prepares analytics and have

been preparing average daily travel for VMT since the start of the pandemic situation. She said NOACA may want to make sure the modeling or representation it is asking for gives the agency flexibility if the situation today is the same in the near future. She noted that if the situation stays the same, NOACA will need to rethink the funding on a formula basis.

**Reports / Updates**

No reports / updates were presented at this meeting.

**Old Business**

No old business was discussed at this meeting.

**New Business**

No new business was discussed at this meeting.

**Adjournment**

Councilman Griffin stated that the next External Affairs Committee meeting will be on July 10, 2020 at 8:30 a.m. There being no further business, the meeting was adjourned at 9:50 a.m.



## 2020 Attendance Record External Affairs Committee

MEETING DATES	1/17/20	4/17/20	7/10/20	10/9/20
Larry Antoskiewicz - Mayor, City of North Royalton (Thomas Jordan, Alternate)	X	A		
Jack Bradley, Mayor, City of Lorain (Dale Vandersommen, Alternate)	X	X		
Armond Budish, County Executive, Cuyahoga County (Mike Foley, Alternate)	A	A		
Jerry Cirino - Commissioner, Lake County (Kenneth J. Filipiak, Alternate)		A		
Dennis Clough, Board President, Greater Cleveland Regional Transit Authority (India Birdson, Alternate)	A	A		
Timothy J. DeGeeter - Mayor, City of Parma (Brian Higgins, Alternate)	X	X		
Kyle Dreyfuss-Wells, CEO, NEORS (Jacqueline Muhammad, Alternate)		X		
James W. Dvorak - Commissioner, Geauga County (Nicholas Gorris, Alternate)				
Blaine Griffin - Councilman, City of Cleveland (Anthony Hairston, Alternate)		X		
Matt Lundy - Commissioner, Lorain County (Greg Zilka, Alternate)	X	X		
Valarie J. McCall - Chief of Communications, Government and International Affairs, City of Cleveland (Frank Jackson, Alternate)	X	X		
Dale Miller – Councilman, City of Cleveland (Joseph Nanni, Alternate)		X		
Frank Whitfield, Mayor, City of Elyria (Derek Feuerstein, Alternate)		X		
Matt Zone, Councilman, City of Cleveland (Anthony Brancatelli, Alternate)	X	X		

<b>Ex-officio Members/Council Chairs</b>				
Tony Gallo, President, Lorain County Chamber of Commerce		X		
Leo Serrano, Educator of Institutional Advancement, Cleveland Metropolitan School District				
Steven Corso, Chapter President, Lake Effect Chapter, Ohio Ecological Food and Farm Association				
TOTAL MEMBERS ATTEND:	8	14		

X=Member present      A=Alternate

## **Agenda Item No. 2**

### **COMMITTEE UPDATES**







## **NORTHEAST OHIO AREAWIDE COORDINATING AGENCY MEMORANDUM**

**TO:** NOACA External Affairs Committee

**FROM:** Grace Gallucci, Executive Director

**DATE:** July 3, 2020

**RE:** **Council Updates**

### **ACTION REQUESTED**

No action is requested at this time. This is an informational item.

### **BACKGROUND/JUSTIFICATION FOR CURRENT ACTION**

The External Affairs Committee evaluates recommendations from its three Councils; Business, Community, and Rural. The Councils provide advice and policy recommendations to the External Affairs Committee. Below are the summaries from the June 26, 2020 Council meetings.

#### **Business Advisory Council**

The Business Advisory Council (BAC) was chaired by Mr. Tony Gallo on June 26, 2020.

Under presentation / discussion items, BAC received information on the following:

- Legislative updates
- Transportation impacts of COVID-19
- Long Range Plan - ENEO2050 updates
- Project Planning Reviews (PPRs)/ Intergovernmental Review and Consultation (IGRC); 1st quarter State Fiscal Year 2021

No reports / updates were presented at this meeting.

No old or new business was discussed at this meeting.

Business Advisory Council will meet next on September 25, 2020 at 9:00 a.m.

#### **Community Advisory Council**

The Community Advisory Council (CAC) was chaired by Ms. Barb Clint on June 26, 2020.

Under presentation / discussion items, CAC received information on the following:

- Legislative updates
- Transportation impacts of COVID-19
- Long Range Plan - ENEO2050 updates
- Project Planning Reviews (PPRs)/ Intergovernmental Review and Consultation (IGRC);  
1st quarter State Fiscal Year 2021

No reports / updates were presented at this meeting.

No old or new business was discussed at this meeting.

Community Advisory Council will meet next on September 25, 2020 at 10:30 a.m.

### **Rural Advisory Council**

The Rural Advisory Council (RAC) was chaired by Mr. John Oros on June 26, 2020.

Under presentation / discussion items, RAC received information on the following:

- Legislative updates
- Transportation impacts of COVID-19
- Long Range Plan - ENEO2050 updates
- Project Planning Reviews (PPRs)/ Intergovernmental Review and Consultation (IGRC);  
1st quarter State Fiscal Year 2021

No reports / updates were presented at this meeting.

No old or new business was discussed at this meeting.

Rural Advisory Council will meet next on September 25, 2020 at 12:00 p.m.

### **FINANCIAL IMPACT**

There is no financial impact.

### **CONCLUSION/NEXT STEPS**

Updates of the Council meetings will continue to be provided to the External Affairs Committee.

GG/dr/8639c

## **Agenda Item No. 3**

### **PUBLIC COMMENTS**



## **Agenda Item No. 4**

### **CHAIR/EXECUTIVE DIRECTOR'S REPORT**



## **Agenda Item No. 5**

### **ACTION ITEMS**





## **Agenda Item No. 6**

### **PRESENTATION/DISCUSSION ITEMS**





## **NORTHEAST OHIO AREAWIDE COORDINATING AGENCY**

### **MEMORANDUM**

**TO:** NOACA External Relations Committee

**FROM:** Grace Gallucci, Executive Director

**DATE:** July 3, 2020

**RE:** **Government Affairs: FAST Act Reauthorization Discussion**

#### **ACTION REQUESTED**

No action is requested at this time. This item is included for information and discussion only.

#### **BACKGROUND**

Staff will provide an update on congressional action to reauthorize the nation's surface transportation law, the Fixing America's Surface Transportation (FAST) Act, which is set to expire at the end of September 2020. This funding and authorization law was enacted in 2015 to govern federal surface transportation policy and spending, and reauthorization bills are moving forward in both chambers of Congress. Staff will review these competing proposals.

Staff will also discuss NOACA's specific reauthorization recommendations, which were revised to reflect discussion at the External Affairs Committee's March 2020 meeting. For example, NOACA's advocacy document (attached) was updated to show support for both a near-term federal gas tax increase, as well as a long-term transition to a vehicle-miles-traveled (VMT) fee to stabilize the Highway Trust Fund. Staff will ask Committee members to help amplify NOACA's transportation priorities to members of Congress and the Administration.

#### **FINANCIAL IMPACT**

There is no financial impact.

#### **CONCLUSION/NEXT STEPS**

Staff will provide regular updates and seek Committee members' input at future meetings.



# 2020 FAST ACT REAUTHORIZATION

## NOACA INITIATIVES FOR ACTION

### RECOMMENDATIONS FOR ADVOCACY WITH CONGRESS:

Provide direct funding to MPOs from the National Highway Performance Program, to ensure maintenance of non-interstate routes in municipalities.

The National Highway Performance Program (NHPP) provides over 55% of the transportation dollars Ohio receives from the federal government, and must be used for projects that are part of the National Highway System (NHS). Currently, states are not obligated to fund maintenance of non-interstate NHS routes inside corporate limits, which are generally in urbanized areas. Suballocating funds directly to MPOs would ensure that NHPP funds are spent on the entire NHS, as intended, and help MPOs meet transportation performance management requirements at the local level.

Increase the portion of the Surface Transportation Block Grant Program (STBG) that is provided directly to local areas through their metropolitan planning organizations (MPOs).

The STBG program provides nearly 30% of Ohio's federal transportation dollars, yet very little goes directly to MPOs in the state. Restore the historic suballocation level (under the 1991 ISTEA law) to 62.5 percent, and infuse more funding into this program. This will ensure that local communities, working through their MPOs, have more authority to decide how transportation dollars should be spent in their regions, and provide much needed flexibility for innovative local solutions.

Provide direct funding to MPOs from the CMAQ program, and prioritize funding to regions in non-attainment status under the Clean Air Act.

Congestion Mitigation Air Quality Improvement (CMAQ) funds are apportioned to states according to a 2009 SAFETEA-LU formula based on population and severity of pollution in ozone and carbon monoxide areas identified in the Clean Air Act. This formula should be updated to reflect current pollutant levels, and expenditures should be restricted to only those areas in non-attainment for those pollutants. Suballocating funds directly to MPOs would ensure these dollars go to the non-attainment areas identified by U.S. EPA.

Increase funding for MPOs for regional transportation planning.

MPOs are responsible for increasingly complex planning and analysis activities, such as federal transportation performance management requirements, which necessitates additional resources.

Stabilize and grow the Highway Trust Fund (HTF) by increasing and indexing federal fuel taxes. Encourage the search for new and additional revenue sources – such as a vehicle-miles-traveled (VMT) user fee – for adequate, stable, and long-term funding.

The current federal gas tax, 18.4 cents for gasoline/24.4 cents for diesel, hasn't been raised since 1993 nor adjusted for inflation and increased vehicle fuel efficiency. The nearly insolvent Highway Trust Fund has required infusions from the Treasury, and the gap between anticipated revenues and expenditures continues to grow. Congress should consider increasing the federal fuel tax, following Ohio's lead, to provide near-term stability while developing a long-term predictable source of funding, such as a VMT fee.

Retain and increase the transit set-aside from the Highway Trust Fund

Under current law, the Mass Transit Account of the Highway Trust Fund receives 2.8 cents/gallon from federal gas tax revenues. Protect and increase this vital source of transit funding.

Authorize adequate funding for U.S. DOT's NETT Council, to promote Hyperloop technology and projects like Great Lakes Hyperloop.

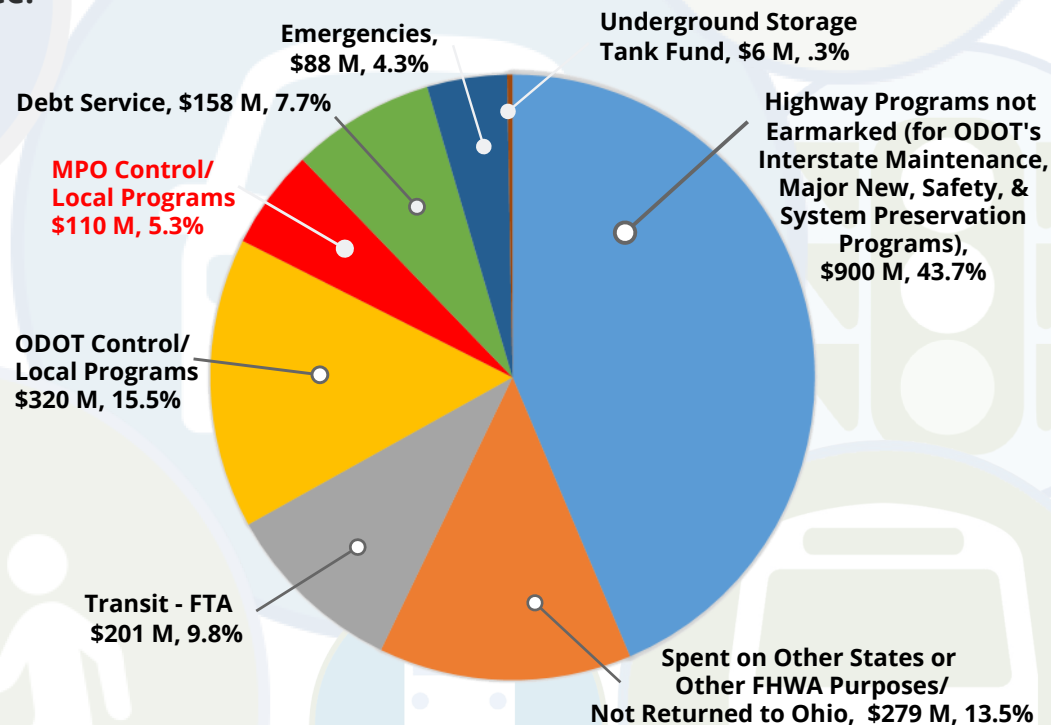
Through a public-private partnership with Hyperloop TT, NOACA is developing one of the nation's first Hyperloop corridors: Great Lakes Hyperloop. Support funding for the U.S. Department of Transportation's Non-Traditional and Emerging Transportation Technology (NETT) Council, to create a regulatory framework and provide discretionary grants to help Hyperloop projects advance through preliminary engineering,<sup>6</sup> design, and environmental work.

# 2020 FAST ACT REAUTHORIZATION

## NOACA INITIATIVES FOR ACTION

**Background:** The Fixing America's Surface Transportation (FAST) Act is set to expire in September 2020. This funding and authorization law was enacted in 2015 to govern United States federal surface transportation policy and spending. In the Senate, a reauthorization bill, America's Transportation and Infrastructure Act (S. 2032), was approved in August 2019 by the Senate Committee on Environment and Public Works. This bill awaits the addition of transit provisions by the Senate Banking Committee, and rail provisions by the Senate Commerce Committee. Also, the Senate Finance Committee has not yet added provisions to stabilize the nearly insolvent Highway Trust Fund, which pays for federal transportation programs. On the House side, the INVEST in America Act was approved by the House Transportation and Infrastructure Committee on June 18 and was headed toward passage by the full House as part of H.R. 2, a larger \$1.5 trillion infrastructure package called the Moving Forward Act. This bill does not increase the federal gas tax, but instead transfers funds from the U.S. Treasury to the Highway Trust Fund and the Mass Transit Account, and creates a federal pilot program to study a vehicle miles traveled (VMT) fee.

### WHAT HAPPENED TO THE \$2.06 BILLION IN FEDERAL GAS TAXES OHIOANS PAID AT THE PUMP IN 2019?



Data source: ODOT 2019 Annual Statement

<http://www.dot.state.oh.us/Divisions/Finance/Annual%20Reports/2019%20Annual%20Statement.pdf>

### SUPPORT INCREASED LOCAL CONTROL OVER TRANSPORTATION SPENDING:

Under current law, local communities -- working through their metropolitan planning organizations (MPOs) -- exercise local control over a very small fraction of the total dollars Ohioans send to Washington. The vast majority of federal gas tax dollars are spent at the discretion of the states. **In fact, out of Ohio's 2019**

**contribution of \$2.06 billion in federal gas tax dollars, the FAST Act requires direct pass-through of only \$110 million (5.3%) to the MPOs.** As such, the FAST Act does not uphold the principle that local communities, through their MPOs, are in the best position to decide how transportation dollars should be spent in their respective regions. **Support a reauthorized FAST Act that suballocates more federal gas tax dollars directly to local communities through their MPOs.**





## **NORTHEAST OHIO AREAWIDE COORDINATING AGENCY**

### **MEMORANDUM**

**TO:** NOACA External Affairs Committee

**FROM:** Grace Gallucci, Executive Director

**DATE:** July 3, 2020

**RE:** **NOACA Long Range Plan – eNEO2050**

#### **ACTION REQUESTED**

No action is requested at this time. This item is for information and discussion only.

#### **BACKGROUND**

NOACA's Long Range Plan, eNEO2050, currently under development promotes quality of life through integrating regional land use, housing and economic development with transportation related capital investment planning. This more comprehensive approach seeks to enhance the region's competitiveness and increase its resilience by providing its residents better access to jobs, education, medical services and other opportunities through more cost-effective, sustainable transportation choices. The Long Range Transportation Plan (LRTP), a component of eNEO2050, will showcase specific studies and plans for future transportation systems in Northeast Ohio.

NOACA staff will elicit input from public stakeholders through a range of activities, including a regional survey, the CrowdGauge engagement tool, as well as traditional and non-traditional public meetings. These activities will focus on the topics described above, specifically assessing how equity in mobility effects equity in economic opportunity and health impacts.

Specific activities to provide education and information about eNEO2050 include monthly podcasts, a video campaign, monthly lunch and learn events (first is on July 18 to focus on senior citizens and persons with disabilities), NOACA's Transportation Day (July 24), virtual meetings and town halls (July-September) and possible outdoor walking tours. NOACA staff solicit and appreciate other ideas generated by the Committee to increase engagement with groups, neighborhoods and communities in Northeast Ohio. NOACA staff are especially interested in historically underrepresented and marginalized communities whose voices have not always been part of the planning conversation.

eNEO2050 will support the vision and goals for the NOACA region, and identify all of the improvements scheduled for funding over the next 30 years. The agency must adopt its new LRP by June 2021.

#### **FINANCIAL IMPACT**

There is no financial impact.

#### **CONCLUSION/NEXT STEPS**

Staff will continue to work with the Committee during 2020 to develop various sections of the LRP.

GG/jm/dr/8640c





## **NORTHEAST OHIO AREA WIDE COORDINATING AGENCY**

### **MEMORANDUM**

**TO:** NOACA External Affairs Committee

**FROM:** Grace Gallucci, Executive Director

**DATE:** July 3, 2020

**RE:** **Membership Expansion of Advisory Councils**

#### **ACTION REQUESTED**

No action is requested at this time. This item is included for information and discussion only.

#### **BACKGROUND/JUSTIFICATION FOR CURRENT ACTION**

At the November and May Governance Committee meetings, members discussed the feasibility of expanding the Council membership to include emerging leaders. Emerging leaders are identified as early career professionals, working in a related field or discipline relevant to the work of NOACA.

NOACA seeks to add more diverse voices in its work, particularly recognizing our work will impact young people in a profound way as we plan for their future. NOACA has created advisory councils to ensure stakeholder perspectives help guide our processes and outputs. Expanding the councils to include emerging leaders will help accomplish this goal.

Furthermore, NOACA can facilitate the nurturing of leadership capacity in our region by empowering the next generation of Northeast Ohio professionals as change agents who collaborate and innovate across boundaries to address the complex issues we face. This initiative will allow these up and coming professionals a place to learn and network with NOACA's Business, Community and Rural Councils, as a way to explore and build community capacity and consensus.

Positive leadership can increase engagement and build a culture of collaboration and commitment. The work of NOACA's Councils have proven that connecting a diverse network of ideas, experience and action-learning is a tremendous asset to NOACA when advancing our agenda and legislative priorities. The inclusion of emerging future leaders will also spark new ideas, approaches and perspectives for growing NOACA's stakeholder and community connections now and into the future as we map the long range planning for the Northeast Ohio region.

Staff will engage the Committee in an assessment of proposed appointment strategies, which could include recommendations from each of the five Counties and the City of Cleveland, as well as at large selections. Criteria for defining an emerging leader will also be a focus of the discussion. Some criteria for consideration follow:

- Regionally minded. Demonstrated commitment to the Northeast Ohio area in the public, nonprofit and/or social service sector; and/or works in industries with relevant disciplines associated with NOACA's vision and mission.
- Contributor. Potential to make a significant future contribution to the community through assuming higher and increased levels of leadership.
- Smart and strategic. Those around them often defer to them as experts. These are people who know how to get results, whether working alone or with others. They stand out in a crowd without trying.
- Inclusive. Emerging leaders know, almost intuitively, that it's not all about them. While they are interested in their own personal development, they are also willing and able to train and mentor others. Leaders understand the value of developing other leaders. Many not only have a knack for building talent, but also a desire to see others reach their greatest potential.
- Agent of change. Take risks, are eager to initiate new ways of doing things, take on new projects, and if necessary, challenge the status quo.
- Strong team player. The best emerging leaders insist on collaboration and consensus-building. These are people who sincerely seek out other people's input and opinions, which they then use to shape their own ideas. Because of their ability to listen and communicate, these are people who are well-liked and respected by their peers.
- Coalition builder. Ability to help NOACA build a diverse cohort (across county geography, job function, organizational mission, ethnicity, culture and gender).

We look forward to continued Committee engagement on this important initiative.

#### **FINANCIAL IMPACT**

There is no financial impact at this time.

#### **CONCLUSION/NEXT STEPS**

Input received from the Committee will be provided to the Governance Committee and used to further develop criteria, appointment strategies and a charter.

GG/dr/8641c

## **Agenda Item No. 7**

### **REPORTS/UPDATES**



## **Agenda Item No. 8**

### **OLD BUSINESS**



## **Agenda Item No. 9**

### **NEW BUSINESS**





**Agenda Item No. 10**

**ADJOURN**

